

Chapter VI

Transportation

“Bringing the Neighborhood Together”

Transportation will be the crucial issue in managing growth. Traffic and parking have often been at the center of conflict between businesses and residents throughout the recent history of the Wallingford neighborhood. The Wallingford Transportation Pkm aims to bring the neighborhood together.

The plan recommendations focus on five major traffic corridors, and on four general strategies for pedestrians, bicycles, bus transit, and parking, as well as traffic calming and management. Detailed cost analyses are included. The broader issues of the plan have been developed using public input from workshops, committee discussions, Phase I and Phase II surveys, and the expertise within the Team Wallingford transportation work group.

Comprehensive Plan Rationale:

Seattle's Comprehensive Plan envisions Urban Villages as centers of pedestrian activity, alternate transportation choices, and street life that becomes the center of the neighborhood. The plan suggests that reconfiguring lanes to calm traffic, widening sidewalks, and improving street level atmosphere is particularly important. The three-lane configuration has been an excellent solution for many of North 45th Street's difficulties. It allows access, calms traffic, and still moves considerable vehicle volume through the neighborhood. The same solution could be very effective on other streets as well, notably Stone Way/ Greenlake Way, and North 50th Street.

The Wallingford Plan strongly endorses this approach and expands it, recognizing the existing traffic and access issues unique to each arterial in the community.

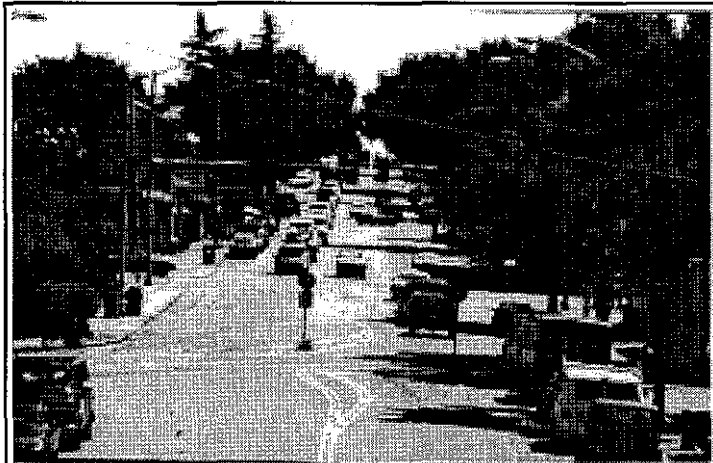


Figure VI-1: N. 45th Street traffic crossroads brings together N. 4th St., Stone Way, and Aurora travelers

Primary Transportation Goals

Goal 1: Streets must work to bring the neighborhood together.

Goal 2: Sidewalks must be pleasant places with convenient street crossings,

Goal 3: Streets should provide efficient travel for pedestrians, buses, bicycles, cars, and trucks.

Strategic Approach: "The 3-Lane Solution"

A 3-lane configuration allows for one unimpeded through-traffic lane in each direction divided by a center turn lane. Advantages to this system include

- Pedestrians can cross one lane at a time by waiting in the center lane. Median refuges and crosswalks can be added to assist pedestrians.

Parking lanes (on one or both sides of the street) would not impede through traffic. The 3-lane configuration would have more capacity than a 4-lane configuration which allows left turns from the inside lane and parking in the curb lane.

- Left turn pockets can be provided at major intersections.
- The center turn lane allows for left turns and for going around obstacles between intersections.
- The lanes appear narrower so drivers naturally slow down.
- Room for additional turn lanes may be provided at major intersections with signals.
- In some cases, this strategy may allow more room for bicycle lanes.

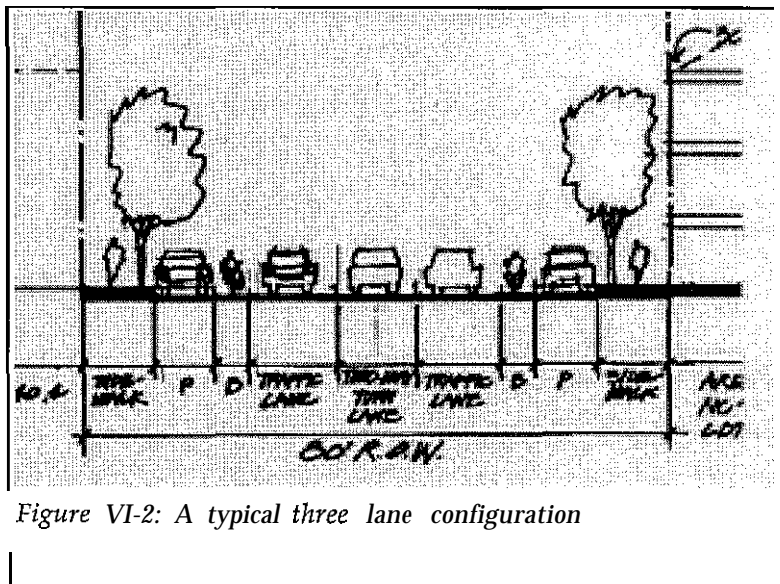


Figure VI-2: A typical three lane configuration

Summary of High Priority Recommendations

Strategy #1. 45th St. Corridor Improvements (Aurora Ave. to the I-5 Interchange):

Traffic control; pedestrian, bicycle, and streetscape improvements

Note: This program of projects should not be broken apart in order to select the highest priority component projects for early implementation funding. Rather, the first priority for which immediate funding should be pursued is project design. (See Key Projects, Chapter 111)

Strategy #2. Traffic Management/Calming and Spot Improvements:

Install traffic calming and traffic control devices to:

- decrease speeds and reduce through traffic use of 5th Ave. NE south of 45th St.
- decrease speeds on Latona and Thackeray from 42nd St. to 65th St.
- narrow the roadway and decrease speeds on 46th St. from Stone Way to Meridian Ave.
- decrease speeds on 47th St., from Green Lake Way to Stone Way and Meridian Ave to 5th Ave. NE
- narrow the roadway and decrease speeds on 56th St. from Latona Ave to Meridian Ave.

FYI: How We Travel in Wallingford

- . We spend a consistent amount of time each day on travel, about 90 minutes per person per day.
- . The average distance traveled is 16.9 miles per person per day, for an average speed of 11.1 miles per hour.
- . Trips we make are 65% to 75% by car, 18% by foot, and 1% by bicycle.
- . Households here own an average of 1.6 cars, and this figure is increasing; it is the same whether or not members of the household make walking trips.
- . Only 10% of work trips are within Wallingford; the remainder are to downtown (25%), North Seattle (46%), suburban King County (11%), and rural King County (5%).
- . Saturday is one of the busiest traffic days.

Strategy #3. Pedestrian Improvements:

- . provide a pedestrian connection from the south terminus of Wallingford Ave. (south of 34th St.) to Northlake Way (the “Wallingford Steps”; see Key Projects, Chapter III)
- . install a pedestrian signal on 50th St. at 1st Ave. NE
- . provide pedestrian crossings at the Stone Way “jog” between 46th and 47th Streets

Strategy #4. Construct Planted Medians:

- . along Bridge Way between Aurora Ave. and Stone Way
- . along Greenlake Way between Aurora Ave. and Stone Way

Other Priority Corridors

- . the 50th St. - Greenlake Way Corridor, from Aurora Ave to the I-5 Interchange
- . the Stone Way–Greenlake Way Corridor, from N 34th St. to N 56th St.

Complete Transportation Goals, Policies and Strategies

T-1: Stone Way–Greenlake Way Corridor (North 34th St. to North 56th St.)

Stone Way plays multiple roles in the street system serving the Wallingford and Fremont neighborhoods. It links the north Lake Union waterfront, and the Burke-Gilman Trail, to Woodland Park and Green Lake. Stone Way provides access to the major east-west arterials serving the area

(34th, 40th, 45th, and 50th Streets), as well as to the industrial area just north of 34th Street. It carries peak commute auto traffic to and from waterfront employment centers, and accommodates large trucks traveling within the adjoining industrial area. Stone Way also serves as a main thoroughfare for bicyclists and buses.

Because some of Stone Ways roles may conflict with others, it is important that Stone Way be considered in a way that balances the needs of traffic capacity, bicycle and pedestrian safety, and industrial and commercial access.

Objectives and Issues to be Addressed

1.1: Improve access and circulation for truck and auto traffic:

1.1.1- Consider a 3-lane configuration

1.1.2- Identify locations for corner cut-backs and driveway consolidation

1.1.3- Identify signage improvements

1.2: Improve transit accessibility

1.2.1- Identify opportunities for consolidating or relocating bus stops

1.2.2- Identify locations where shelters are needed

1.2.3- Review bus operations

1.3 Improve pedestrian and bicycle safety and convenience

1.3.1- Identify locations for curb bulbs, mid-block pedestrian refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings

1.3.2- Consider the need for bicycle lanes

1.4 Improve streetscape

1.4.2- See Chapter 4., Urban Village

Recommendations:

1. *Reconfigure Stone Way and Greenlake Way:*

- adopt a three lane configuration (one through-traffic lane in each direction divided by a center turn lane)
- provide a bicycle lane in each direction
- maintain on-street parking on both sides of the street

2. *Improve pedestrian crossings at bus stops:*

- paint crosswalks
- place curb bulbs on one or both sides of the street at each bus stop

3. *Improve pedestrian crossings at the Stone Way "jog" between 46th and 47th Streets*

Table VI-1: Preliminary cost estimates for the Stone Way-Greenlake Way corridor

| COST | ELEMENT | UNIT COST | QUANTITY |
|-----------|-----------------------------------|-----------------------|-----------|
| \$200,000 | improvement of major intersection | \$50,000-250,000 | 4 |
| \$20,000 | center turn lane | \$1,000 / block | 20 blocks |
| \$15,000 | bike lanes | \$10,000-50,000 / mi. | 1.25 mi. |
| \$5,000 | marked crosswalk | \$300-3,000 | 10 |
| \$100,000 | curb bulb | \$10,000-20,000 | 10 |
| \$340,000 | TOTAL | | |

Project Development Next Steps

➤ *Specify lane configuration and traffic control improvements needed at key intersections:*

- 34th St./Stone Way
- 39th St./Stone Way, 39th St./Bridge Way, 40th St./Stone Way/Bridge Way (see 40th St.-Bridge Way Corridor “Next Steps”)
- 45th St./Stone Way (see 45th St. Corridor “Next Steps”)
- 50th St./Stone Way/Greenlake Way (see 50th St.-Greenlake Way Corridor “Next Steps”)

11. *Prepare complete conceptual plan for recommended corridor improvements*

T-Z 50th St.-Greenlake Way Corridor (Between Aurora Avenue and Interstate-5)

The 50th St.-Greenlake Way corridor is not only the main access route for the north Wallingford neighborhood, but it also serves as the main traffic conduit linking Aurora Ave., Woodland Park, Green Lake, Interstate-5, and the University District. In addition to its traffic-carrying role, 50th St. also accommodates parking for adjacent properties, and north-south pedestrian crossings. Lane configuration and traffic calming must be designed to serve these conflicting needs.

Objectives and Issues to be Addressed

2.1: Control through-traffic flow and maintain local traffic access, circulation, and safety

2.1.1- Examine coordination of traffic signals

2.1.2- Consider a 3-lane configuration

2.1.3- Consider revising on-street parking prohibitions

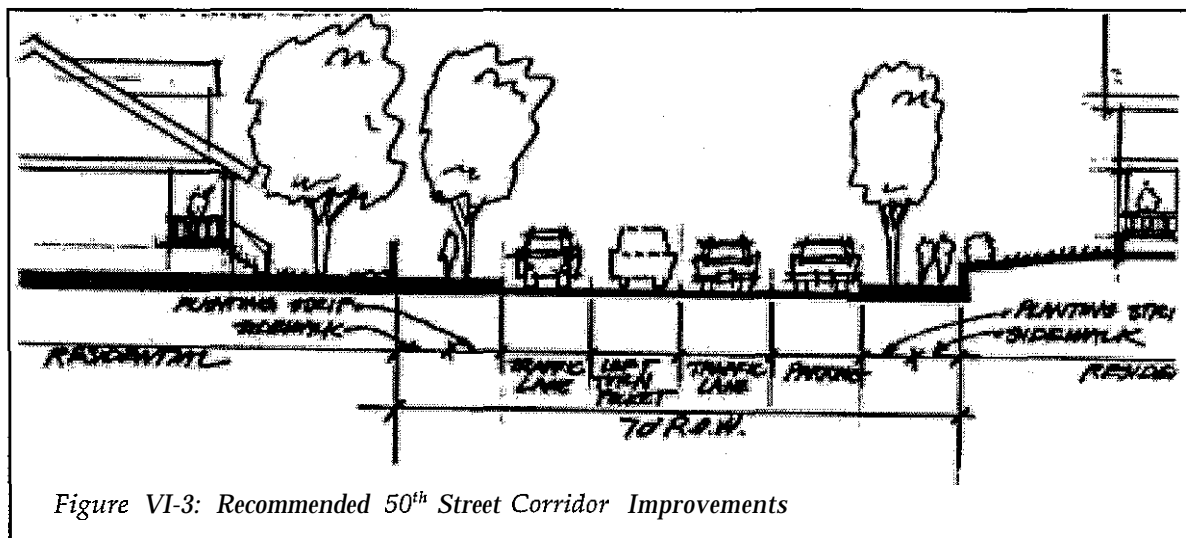
2.2 Improve pedestrian and bicycle safety and convenience:

2.2.1- Identify locations for curb bulbs, mid-block pedestrian refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices

2.2.2- Consider the need for bicycle lanes

2.3 Improve streetscape

2.3.1- See Chapter 4, Urban Village



Recommendations:

> Reconfigure 50th St.:

- adopt a three lane configuration (one through-traffic lane in each direction divided by a center 'mm lane) between Greenlake Way and 2nd Ave. NE
- provide on-street parking on the north side of the street

11. Provide a pedestrian signal on 50th St. at 1st Ave. NE

12. Improve pedestrian crossings at all cross-streets:

- . paint crosswalks
- . provide curb bulbs at all intersections with signals
- . consider pedestrian median refuges at offset cross-street intersections

Table VI-2: Preliminary cost estimates for the 50th St.-Greenlake Way corridor

| COST | ELEMENT | UNIT COST | QUANTITY |
|------------------|-----------------------------------|-----------------------|----------------|
| \$150,000 | improvement of major intersection | \$50,000–250,000 | 3 ^a |
| \$10,000 | center turn lane | \$1,000 / block | 10 blocks |
| \$6,000 | bike lanes | \$10,000–50,000 / mi. | 0.6 mi. |
| \$20,000 | pedestrian traffic signal | \$15,000–25,000 | 1 |
| \$4,000 | marked crosswalk | \$300–3,000 | 8 |
| \$60,000 | curb bulb | \$10,000–20,000 | 6 |
| \$15,000 | pedestrian refuge island | \$6,000–9,000 | 2 |
| \$265,000 | TOTAL | | |

^a includes one intersection also incorporated in the Stone Way corridor section

Project Development: Next Steps

- Specify lane configuration and traffic control improvements needed on key street segments and at key intersections:
 - 50th St., Latona to the Interstate-5 interchange
 - 50th St. /Stone Way /Greenlake Way intersection (see Stone Way–Greenlake Way Corridor “Next Steps”)

7. Specify the type and location of pedestrian improvements

8. Prepare complete conceptual plan for recommended corridor improvements

T-3: 40th St.–Bridge Way Corridor (Aurora Avenue to 7th Ave. NE)

The 40th St. corridor links Aurora Ave., Stone Way, Interstate-5, the University Bridge, and the University District. Auto drivers increasingly use 40th St. to avoid 45th Street congestion. Transit service also operates along the 40th St. corridor. Pedestrian crossings allow access to the Lake Union waterfront, bus stops, and residential areas.

Lane configuration and traffic calming must be designed to serve the needs of auto traffic, transit service, bicycles, and pedestrians, as well as to discourage short-cutting by through traffic.

Objectives and Issues to be Addressed

3.1: Reduce traffic speeds while maintaining local access and circulation

3.1.1- Identify locations for traffic calming devices (e.g., lane striping, lane narrowing, on-street parking revisions, etc.)

3.1.2- Consider a 3-lane configuration on Bridge Way

3.2 Improve transit accessibility

3.2.1- Identify opportunities for consolidating or relocating bus stops

3.2.2- Identify locations where shelters are needed

3.2.3- Review bus operations

3.3: Improve pedestrian and bicycle safety and convenience

3.3.1- Identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings

3.3.2- Consider the need for bicycle lanes

3.4 Improve streetscape

3.4.1- See Chapter 4, Urban Village

Recommendation

1. *Reorganize bus stops*

2. *Improve pedestrian crossings at bus stops:*

- paint crosswalks
- place curb bulbs on both sides of the street

3. *Improve intersection traffic controls:*

- 40th St. at Latona Avenue install an all-way stop or signal
- 40th St. at Pacific Street: install an all-way stop

4. *Reconfigure Bridge Way:*

- allow one travel lane in each direction
- install a raised median
- install a bicycle lane in each direction
- allow on-street parking on both sides of the street

*Table VI-3: Preliminary cost estimates
for the N 40th Street corridor*

| COST | ELEMENT | UNIT COST | QUANTITY |
|------------------|-----------------------------------|--------------------------|----------------|
| \$150,000 | improvement of major intersection | \$50,000–250,000 | 3 ^a |
| \$150,000 | medians | \$15,000–20,000 / 100 ft | 900 ft |
| \$2,500 | bike lanes | \$10,000–50,000 / mi. | 0.25 mi. |
| \$4,000 | marked crosswalk | \$300–3,000 | 8 |
| \$160,000 | curb bulb | \$10,000–20,000 | 16 |
| \$500 | signs | \$75–100 | 5 |
| \$467,000 | TOTAL | | |

^a includes one intersection also incorporated in the Stone Way corridor

Project Development Next Steps

Specify lane configuration and traffic control improvements at key intersections:

- 39th St./Stone Way, 39th St./Bridge Way, 40th St./Stone Way/Bridge Way (see Stone Way–Greenlake Way Corridor “Next Steps”)
- 39th St. /southbound Aurora Ave. on-ramp
- Bridge Way/38th St./Whitman Ave.
- Latona Ave./40th St., Pacific St./40th St.

1. Specify “reorganized” bus stop locations

2. Prepare complete conceptual plan for recommended corridor improvements

T-4: 45th St. Corridor (Aurora Avenue to the Interstate-5 Interchange) -see Key Projects, Chapter 3

The 45th St. corridor serves virtually all modes of urban travel autos, trucks, transit, pedestrians, and bicycles. The corridor often carries heavy traffic volumes, providing local access as well as linking I-5 and the University District to the east, and Aurora Avenue, Fremont, and Ballard to the west. In

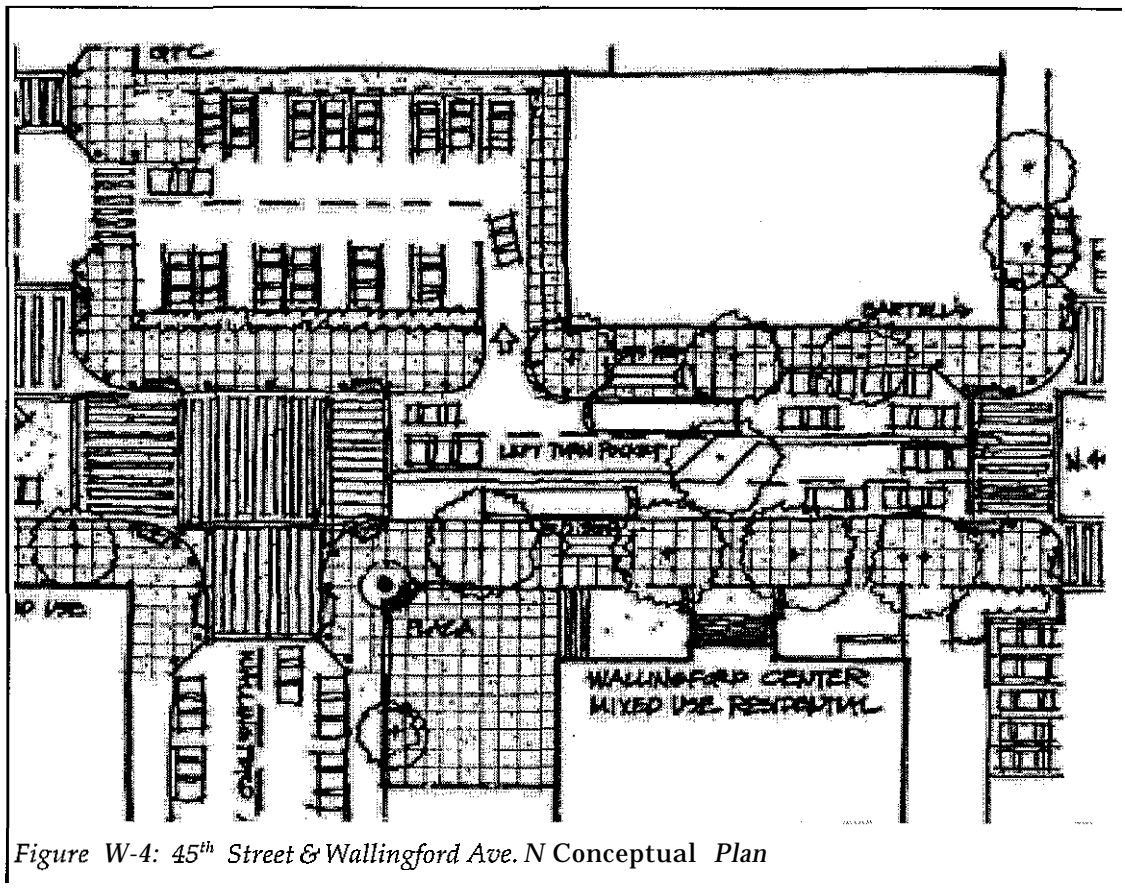


Figure W-4: 45th Street & Wallingford Ave. N Conceptual Plan

addition to its role as a major traffic arterial, 45th St. serves as the “Main St.” of the Wallingford commercial district, a function that the community would like to enhance.

The following recommendations identify the street improvements needed to better serve the multiple access and circulation needs in the 45th St. corridor. The recommendations are based on a “vision” for the corridor, which contains the following elements:

- . The section of 45th St. between I-5 and Midvale Ave. is the “focal area” of the corridor.
- . There should be identifiable gateways at the east and west ends of the focal area.
- . Within the focal area there should be consistent street design, traffic control, streetscape, and amenities.
- . The 45th St. focal area should provide a delightful environment in which to walk, shop, and eat. Although it will continue to serve significant traffic flows, it should not seem like a major thoroughfare.

Objectives and Issues to be Addressed

4.1 Improve pedestrian and bicycle safety and convenience

- 4.1.1- Identify locations for curb bulbs, mid-block refuges and medians, curb ramps, and other pedestrian safety devices
- 4.1.2- Identify locations and strategies for increasing pedestrian crossing opportunities and reducing pedestrian wait time
- 4.1.3- Identify locations for sidewalk widening or rebuilding, sidewalk “clutter” reduction, improved visual interest and street furniture, improved weather protection (e.g., canopies), more bicycle parking, and better driveway consolidation
- 4.1.4- Consider the need for bicycle lanes

4.2 Improve transit accessibility

- 4.2.1- Identify opportunities for consolidating or relocating bus stops
- 4.2.2- Identify locations where shelters may be needed
- 4.2.3- Review bus operations

4.3: Improve local traffic access, circulation, and safety

- 4.3.1- Review lane configuration, driveway locations, on-street parking, and other traffic controls (signals, signage) for consistency with neighborhood goals
- 4.3.2- Assess misuse of the center turn lane

4.4 Improve streetscape

- 5. -See Chapter 4, Urban Village

Recommendations:

1. *Improve bus operations by reducing delays getting in and out of traffic (e.g., bus bulbs, signal preemption, bus stop relocation, etc.)*
2. *Improve pedestrian crossings at all cross-streets:*
 - . paint crosswalks
 - . provide curb bulbs at all intersections with signals
 - . consider median refuges at midblock and at intersections without signals
 - improve pedestrian-responsiveness at intersection signals (provide pedestrian crossing phases every cycle, or provide immediate response to pedestrian calls at the pushbuttons)
3. *Improve the streetscape (see Urban Village, Chapter 4):*
 - . replace dead street trees
 - . widen sidewalks, removing parking as appropriate
 - provide lighting and pedestrian amenities
4. *Install signage that directs local traffic to 45th St. and through traffic to 50th St.:*
 - . directional signs to "Wallingford Business District" on 45th St. at Interstate-5
 - . directional signs to Interstate-5 on 50th St., but not on 45th St.
5. *At the Aurora Ave. and 46th St. interchange (46th St./southbound Aurora on-ramp and 46th St./northbound Aurora off-ramp/Green Lake Way intersections), improve signage and lane configuration to better instruct motorists and prevent "queue-jumping" and other unsafe maneuvers.*

Table VI-4: Preliminary cost estimates for the 45th Street corridor

| COST | ELEMENT | UNIT COST | QUANTITY |
|-----------|-----------------------------------|--------------------------|----------------|
| \$250,000 | improvement of major intersection | \$50,000–250,000 | 3 ^a |
| \$20,000 | medians | \$15,000–20,000 / 100 ft | 4 @ 25 ft |
| \$20,000 | lane realignment, angle parking | \$10,000–50,000 / mi. | 0.5 mi. |
| \$160,000 | curb bulb | \$10,000–20,000 | 16 |
| \$15,000 | pedestrian refuge island | \$6,000–9,000 | 2 |
| \$1,000 | signs | \$75–100 | 10 |
| TBD | widen sidewalks | \$10,000–40,000 / block | TBD |
| \$466,000 | TOTAL | | |

^a includes one intersection also incorporated in the Stone Way corridor

Project Development: Next Steps

1. *Specify lane configuration and traffic control improvements on key street segments and at key intersections:*
 - On 45th St., between Thackeray and Interstate-5, consider the following: a single westbound through-traffic lane at the southbound I-5 ramp intersection, HOV queue-jump lanes, left turn prohibitions or left turn lanes at 4th Ave., and other traffic control options
 - . On 45th St. at Stone Way (see Stone Way–Greenlake Way Corridor “Next Steps”)
2. *Specify type and location of pedestrian improvements*
3. *Specify type and location of transit improvements*
4. *Specify type and location of corridor traffic management devices (e.g., medians, bus bulbs, angle parking, street alignment offsets, etc.)*
5. *Evaluate use of curb space; identify locations where parking can be removed and sidewalks widened*
6. *Prepare complete conceptual plan for recommended corridor improvements*

T-5 South Wallingford Corridor: Pacific St., 34th St., and Northlake Way (Stone Way to 7th Ave. NE)

The “South Wallingford Corridor” comprises Pacific St., 34th St., and Northlake Way. These streets provide vehicular access to and from the Lake Union waterfront (including Gasworks Park, retail and industrial businesses, and offices) and the residential area south of 40th Street. Pacific St. and 34th St. also link the University District, I-5, and the University Bridge to the Fremont Bridge and “downtown” Fremont. The Burke-Gilman Trail is also located in the South Wallingford corridor. Because Pacific St., 34th St., and Northlake Way form a barrier separating the waterfront and the Burke-Gilman Trail from the rest of the neighborhood, safe and convenient pedestrian and bicycle crossing opportunities are needed throughout the corridor.

Objectives and Issues to be Addressed

- 5.1: **Control through-traffic flow and maintain local traffic access, circulation, and safety**
- 5.2: **Improve pedestrian and bicycle safety and convenience:**
 - 5.2.1- Identify locations for curb bulbs, mid-block refuges and medians, pedestrian-scale street lighting, curb ramps, pedestrian signals, and other pedestrian safety devices
 - 5.2.2- Consider the need for bicycle lanes
 - 5.2.3- Improve pedestrian and bicycle access between the residential neighborhood and the waterfront
- 5.3: **Improve streetscape** See Chapter 4, Urban Village)

Recommendations

1. *Improve pedestrian crossings at all intersections on 34th St.:*
 - . paint crosswalks
 - . curb bulbs on both sides of the street
2. *Install pedestrian signals with pedestrian refuge islands on Pacific St.:*
 - . at Meridian Ave
 - at Sunnyside Ave
3. *Construct continuous sidewalks on the north side of Pacific and 34th Streets*

Table VI-5: Preliminary cost estimates for the South Wallingford corridor

| COST | ELEMENT | UNIT COST | QUANTITY |
|------------------|-----------------------------------|-------------------------|----------|
| \$100,000 | improvement of major intersection | \$50,000–250,000 | 1 |
| \$200,000 | sidewalks | \$10,000–40,000 / block | 10 blks |
| \$5,000 | marked crosswalk | \$300–3,000 | 10 |
| \$40,000 | pedestrian traffic signal | \$15,000–25,000 | 2 |
| \$120,000 | curb bulb | \$10,000–20,000 | 12 |
| \$465,000 | TOTAL | | |

Project Development Next Steps

1. *Specify lane configuration and traffic control improvements at key intersections:*
 - . 34th St. at Stone Way
2. *Specify type and location of pedestrian improvements*
3. *Prepare complete conceptual plan for recommended corridor improvements*

T-6: Traffic Management, Traffic Calming and Spot Improvements (See Key Projects, Chapter 3)

There are a number of Wallingford neighborhood streets and intersections in which excessive speeds, inadequate sight distance, and inappropriate traffic flows create safety hazards, cause inconveniences for local residents, and generally degrade the residential environment. These problems can be addressed by means of a variety of traffic calming, traffic control, and street network improvements. Problems to be addressed include: excessive speeds on Latona Ave. and Thackeray Place; through-traffic use and excessive speeds on 5th Ave. NE (which is used as a freeway bypass route to the University Bridge when southbound I-5 is congested); and cut-through traffic on 46th, 47th, 48th, and 56th Streets, and on Woodlawn Avenue.

Objectives and Issues to be Addressed

6.1: Eliminate traffic and pedestrian safety hazards and reduce cut-through traffic on neighborhood streets

6.1.1- Identify locations for safety improvements

6.1.2- Identify locations for traffic calming measures

6.1.3- Clarify traffic controls on neighborhood streets

Recommendations

1. *Install traffic calming and traffic control devices to decrease speeds on Latona Ave. and Thackeray Place (between 42nd St. and 65th St.):*

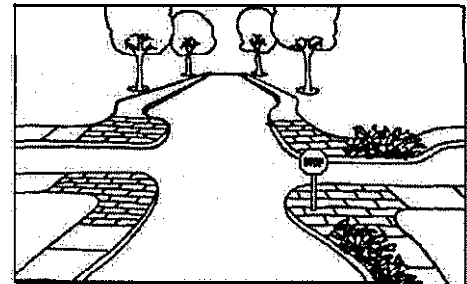
- reclassify Latona Ave. and Thackeray Place as Local Streets; establish separate transit classification if necessary to provide policy accommodation for existing bus service
- stripe outside of travel lanes (providing visual separation of travel lane and parking lane)
- place all-way stops between 42nd and 45th Streets and between 45th and 50th Streets.
- consider installing speed bumps, curb bulbs, bus bulbs, and chicanes



chicane

2. *Install traffic calming and traffic control devices and reconfigure street network to reduce through-traffic and decrease speeds on 5th Ave. NE south of 45th St.:*

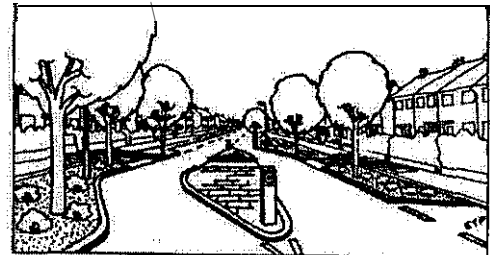
- consider prohibiting southbound through movement on 5th Ave. NE at 43rd St. (use signing, striping, and/ or a traffic diverter)
- consider installing a stop sign for southbound 5th Ave. NE traffic at 42nd St.
- extend 5th Ave. NE south to 40th St.
- construct new transit/HOV direct access ramps connecting the I-5 Express Lanes (to /from the north) to the University District street network on the east side of I-5 south of 45th St.



Curb Extensions

3. *Install traffic calming and traffic control devices to narrow the roadway, and decrease speeds on 46th St. (Stone Way to Meridian Ave):*

- install angle parking and a raised median



Traffic Island

Figure VI-S: Some traffic calming techniques

4. *Install traffic calming and traffic control devices to decrease speeds on 47th St. (Green Lake Way to Stone Way, and Meridian Ave. to 5th Ave. NE):*
 - install traffic circles and speed bumps
5. *Install traffic calming and traffic control devices to narrow the roadway and decrease speeds on 56th St. (Latona Ave. to Meridian Ave):*
 - install angle parking, traffic circles, speed bumps, or a raised median
6. *Improve right turn signals at the 50th St./Stone Way/Greenlake Way intersection in order to reduce short-cutting on local streets (e.g., 48th and Woodlawn) by drivers trying to avoid delays at the intersection*

Table VI-6: Preliminary cost estimates for traffic calming improvements

| COST | ELEMENT | UNIT COST | QUANTITY |
|------------------|------------------------|--------------------------|----------|
| \$5,000 | angle parking | \$1,000 / block | 5 blks |
| \$20,000 | chicane | \$8,000–14,000 | 2 |
| \$20,000 | right turn signal | \$10,000–40,000 | 2 |
| \$1,500 | partial street closure | \$6,500 | 1 |
| \$15,000 | lane striping | \$500 / block | 30 blks |
| \$8,000 | speed hump | \$2,000 | 3 - 5 |
| \$20,000 | traffic circle | \$4,000–6,000 | 3 - 5 |
| TBD | new local street | | 2 blks |
| TBD | medians | \$15,000–20,000 / 100 ft | TBD |
| TBD | new freeway ramps | \$10,000,000–20,000,000 | |
| \$84,500+ | TOTAL | | |

Project Development: Next Steps

1. *Prepare complete conceptual plans for Recommended improvements on Latona Ave., Thackeray Place, 5th Ave. NE, and 46th, 47th, and 56th Streets*

T-7: Pedestrian and Bicycle Improvements

Walking and bicycling are important forms of transportation in the Wallingford neighborhood. In addition to the obvious walking and biking trips (e.g., to or from the bus stop, the “corner grocery,” or the Burke-Gilman Trail), relatively large numbers of people travel via foot or bicycle to or from the Wallingford and University District commercial areas, parks and recreational facilities, the University of Washington, and job sites in the neighborhood. Improving the safety and convenience of bicyclists and pedestrians is a high priority. Recommendations include traffic signal modifications, street crossing improvements, the provision of bicycle lanes, and the establishment of a new bicycle-pedestrian corridor,

Objectives and Issues to be Addressed:

7.1: Improve pedestrian safety and convenience:

7.1.1- Identify locations for curb bulbs, mid-block refuges and medians, pedestrian signals, and other pedestrian safety devices

7.1.2- Identify “neighborhood nodes” and other locations for spot improvements on neighborhood streets (e.g., wider sidewalks, curb bulbs and other traffic control devices, transit shelters and benches)

7.2 Improve bicycle safety and convenience

7.2.1- Identify streets that need bicycle lanes

Recommendation%

1. *Modify City policies, procedures, and design standards to better facilitate safe and convenient pedestrian circulation:*
 - mark/paint crosswalks at intersections without signals
 - modify traffic signal timing to provide priority for pedestrian movement
 - modify traffic signals to provide pedestrian phases every cycle
2. *Adjust traffic signal timing to improve pedestrian safety and convenience at key intersections:*
 - 45th St. and 50th St. at 5th Ave. NE
 - 50th St./Stone Way/Greenlake Way intersection
 - 45th St./Stone Way intersection (do not provide leading and lagging left turn phases, as the provision of both is confusing to pedestrians)
3. *Restripe 40th St. so that the wider of the two lanes is the uphill lane*
4. *Provide bicycle lanes on Wallingford Ave. between 45th St. and Gasworks Park.*
5. *Provide a pedestrian connection from the southern terminus of Wallingford Ave. (south of 34th St.) to Northlake Way (the “Wallingford Steps”; See Key Projects, Chapter 3),*
6. *Create a new pedestrian/bicycle corridor from Stone Way to I-5 via 46th St. and/or 47th St.:*
 - Provide bicycle lanes, improved sidewalks, and improved pedestrian crossings as necessary
 - Construct a new pedestrian/bicycle bridge over I-5

Table VI-7: Preliminary cost estimates for pedestrian/bicycle improvements

| COST | ELEMENT | UNIT COST | QUANTITY |
|--------------|--|-----------------------|----------|
| \$25,000 | bike lanes | \$10,000-50,000 / mi. | 1.5 mi. |
| TBD | 46th-47th pedestrian/bicycle corridor improvements | | |
| TBD | signal timing modifications | | |
| \$5,000,000 | pedestrian/bicycle freeway overpass | \$5,000,000 | |
| \$5,025,000+ | TOTAL | | |

Note: Cost estimates do not include improvements incorporated in corridor recommendations

Project Development Next Steps

1. Prepare complete conceptual plans for the 46th St.-47th St. pedestrian/bicycle corridor

T-8: Transit Route Structure and Improvements

Wallingford is a very transit-dependent neighborhood. Transit service is a critical element of the transportation system that provides access and mobility for Wallingford residents, employees, visitors, customers, and users of Wallingford-area recreational facilities. The future health and vitality of the neighborhood depends on the maintenance and improvement of Wallingford transit service.

Objectives and Issues to be Addressed

- 8.1: Review and evaluate the basic route structure serving the neighborhood
 - 8.1.1- Identify route revisions to be considered in future Metro service planning efforts
 - 8.1.1- Accommodate taxis and jitneys
- 8.2 Improve the access and network connectivity of the transit system
 - 8.2.1- Define downtown express service improvements
 - 8.2.2- Identify opportunities for consolidating or relocating bus stops
 - 8.2.3- Identify locations where shelters and pedestrian safety improvements are needed
 - 8.2.4- Identify improvements needed to enhance transit presence

Recommendations:

1. Maintain/retain direct bus service to downtown Seattle after the initiation of Regional Transit Authority Light Rail Transit service.
2. Provide a bus every 15-minutes (15-minute headways) to downtown Seattle during mid-day periods and on weekends.